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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY East Germany

REPORT

SUBJECT Expansion of the Brandenburg-Briest Airfield

DATE DISTR.

30 JUL 1960

NO. PAGES

4

REFERENCES

RD

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DATE OF INFO.

PLACE &amp; DATE ACQ.

16 AUG 1960

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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the final plans for the three construction sections,

Brandenburg-Briest with regard to the characteristics and location of the taxiways and their points of departure as well as their parking places at construction sections II and III:

## 1. Construction Work

Construction Section I: Runway and landing field with a connection to the taxiways:

a. Total concrete work: 66,000 m<sup>2</sup>  
 area completed: 51,000 m<sup>2</sup>  
 Date of completion: 31 May 1960

A delay of about three weeks may be caused as a result of labor shortage.

b. Excavation work: completed by 50 percent  
 Date of completion: 31 May 1960

A delay of about four weeks may be caused as a result of labor shortage.

Construction Section II: Taxiway with point of departure:

a. Excavation work: The removal of the top soil has been completed; the old gravel bed, eight meters wide and 1357.50 meters long was excavated, and the 40-meter long safety strips were cleared.

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	FBI									
(Note: Washington distribution indicated by "X"; Field distribution by "#".)																			

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- b. Concrete work is to be started on 31 May 1960. There may be a delay of three weeks as a result of labor shortage. Concrete work is to be completed by 31 October 1960.

Construction Section III: Taxiway with parking place and point of departure:

- a. The old runway and the two taxiways were cleared of the old concrete (10,125 m<sup>2</sup> or 100 percent were broken up and 1,000 m<sup>3</sup> or 50 percent were trucked off). Demolition work was started on 15 February 1960 and completed on 10 March 1960. The area was scheduled to be entirely cleared from debris by 1 May 1960.
- b. Excavation work presumably began on 20 April 1960; no dredgers and levelling caterpillars were observed at the construction site. 50X1-HUM
- c. Drainage work scheduled for construction section III:
- 1) Parking place  
9 drains
  - 2) Point of departure in the west  
1 drain
  - 3) Taxiway (southern edge)  
28 control shafts for rain water and drainage
  - 4) Concrete tube - sewer pipe  
25 - 70 cm in diameter
  - 5) One outlet structure located between the road leading to Briest and the Havel River;  
Work on this structure was scheduled to be started on 20 April 1960 and to be completed by 31 August 1960, but will probably not begin earlier than 1 May 1960. There is no change in the amount of investments.

## 2. Construction Supervision and Labor Force

Construction management II of IBB (Ing. Bau Brandenburg) included:

construction director:	Schmidt
purchasing manager :	Schulz
after 1 April :	Rother (Schulz was transferred to the Braessinchen construction site)

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technical accountant:	Wegner
superintendent :	Schmidt and Hoppé
foremen :	Kraus and Sandor (Gasper was transferred)
head machinist :	Staritz
material administrator:	Kuehn
RKO Schoenefeld	
female secretary :	Senkpiel.

The following workers were observed

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25 construction workers  
 12 truck drivers  
 9 workshop workers  
 17 prisoners from the Görden penitentiary.

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[redacted] Görden penitentiary  
 was not in a position to provide more prisoners, because some of them  
 were to be transferred to the Magdeburg area while others were to be  
 transferred to Bautzen.

## 3. The following machinery was available at the construction [redacted]

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- 1 scraper with a capacity of 4 cm<sup>3</sup>
- 1 crawler tractor, S 80 (Soviet)
- 1 levelling caterpillar KS 07 (BTW)
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- 2 rear dump trucks (Hunger) 5 tons
- 1 rear dump truck, G 5 (5 tons)
- 2 rear dump trucks, "Stier" (bull) (4 tons) (Soviet)
- 1 road-finishing machine (3.75), old model (inefficient in spite of general overhauling)
- 1 compactor (Vibromax)
- 5 500-liter mixers
- 5 Diesel locomotives (Lova)
- 50 Jubilee skips (0.75 cm<sup>3</sup>)
- 1 crawler steam excavator at the equipment pool
- 3 compressors
- 4 conveyors (8 meters long)
- 4 batchers for coarse and fine gravel
- 1 "Wuehlmaus" (machine for cement (loading and unloading))
- 1 automatic cement batcher
- 1 "Framer", 0.5 tons, for food and personnel transportation.

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Changes in Personnel with the Construction Management

Construction engineer Schiffner, NVA Cottbus was put in charge of the construction management on 1 March 1960. Schubert and his deputy were detached to Neuhardenberg.

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Comment: For lay-out sketch see Annex.

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